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1. The Marine Engineering Institute in Odessa (Odesskiy Institut Inzhenerov Morskogo Flota - OIIMF) is a higher technical school of the Merchant Fleet [redacted] Through the Chief Directorate of Educational Institutions (GUUZ) it is subordinate to the Ministry of the Merchant Fleet (MMF) [redacted]. The Odessa Institute, located at Ulitsa Mechnikova 34, is one of the oldest technical schools in the USSR, having been created about 100 years ago.

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2. The full course at the OIIMF lasts five and a half to six years and is divided into ten semesters. The academic year begins on the first of September. Each semester lasts four months and is followed by two to four weeks of examinations. The first semester lasts from September to December and the second from February to May. The institute has five departments (fakulteti), as follows:

a. Marine engineering (Sudomekhanicheskiy)
b. Shipbuilding (Korabelstroitelnyy)
c. Administration and management (Ekspluatatsionnyy)
d. Hydrotechnics (Vodnykh Putey i Portov or Gidrotekhnicheskiy)
e. Mechanisation (Mekhanizatorskiy)

The Navigation faculty of OIIMF was abolished in 1944 when the higher navigation schools were organized [redacted]

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25X1 3. In 1945, [redacted] the director was Budnitskiy (fnu), Engineer Director General, MF, Third Class; his deputy for education was Lt Col Eng (army) Martynovskiy (fnu), who also gave some courses; the deputy director, administration, was Docent Aleksandr Kostynkov. The professors and the subjects on which they lectured included the following:

(a) Steam engines: Docent Aleksandr Krasotov, who was also a leading Communist functionary (Partorg) of OIIMF

(b) Internal combustion engines: Levenson

(c) Shipbuilding: Docent Ovcharenko

(d) Business management of the Merchant Fleet: Sukhovskiy

(e) Ship repair: Docent Kaminskiy

25X1 [redacted] the lecturers were quite competent in their fields and the training of students was adequate. The students, however, lacked practical experience when they graduated.

4. The institute had an excellent scientific and technical library and a number of well-equipped laboratories, as follows:

(a) The steam and Diesel engines laboratory had several types of engines, taken from ships; a large number of models of the various engines used in the merchant fleet, and also an excellent collection of blueprints and drawings of machines and parts;

(b) The electro-technical and physical laboratory was equipped with a large number of original and model equipment, and appliances used in the merchant fleet;

(c) The chemical laboratory was provided with standard equipment for research and experiments;

(d) The testing basin was a pool where experiments were made with various types of model vessels;

(e) After World War II a laboratory for harbor mechanization (Laboratoriya Mekhanizatsiy Portov) was set up with various models of cranes, hoists, conveyers, and transporters used for loading and unloading cargo. There was also a model of the port of Odessa with all mechanical loading and unloading equipment.

5. The entrance requirements of the institute were 10 years of schooling, a rigid physical examination, and a general examination. The latter was given every year in August and included the following subjects: Written and oral tests in Russian literature and mathematics; oral tests in physics, chemistry, history of the USSR, and in one foreign language at the choice of the candidate. For certain faculties additional tests were required in economic and physical geography. Graduates of high schools with gold medals (rating of excellent) were exempt from the general examination. The annual contingent was 300-350 students.

6. Six to seven lectures a day, from 0900-1600, were given for six days per week. As in all universities and colleges in the USSR, attendance was compulsory.



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7. Allotments were given to students who had excellent marks (A) in two-thirds of their subjects and no satisfactory (C) grades in any. Before the war the allotments were as follows: First year, 140 rubles per month; second year, 160; third year, 180; fourth year, 200; graduates, 225 or up to 300 rubles per month. From 1946 on the allotments were increased by 60 rubles per month. In addition to the normal allotments there were several Stalin stipendia, amounting to 500-700 rubles per month, usually given to outstanding students or to "public worker students" such as those who were active on the institute's paper or in the CP and Komsomol organizations.

8. The institute had two dormitories, one for men, the other for women, on Komsomol Ulitsa 59. Four to 20 students shared a room and paid each about 15 rubles per month. The dormitories had central heating; bed linen was furnished but there were no bathing facilities. The food served in a large dining hall was poor and scarce although it became considerably better after 1946. The monthly payment for one daily meal was 200 rubles.

9. After completing the full course at the institute, the students were given a subject to be presented as a thesis before receiving their diplomas. Before the war a list of subjects was sent by GUUZ and the students had the right to select the one which they liked best. After World War II this practice was discontinued and the subjects were assigned, usually according to the specialty of the student. Each thesis represented a complete study of a certain problem or project with all its components. Mechanical marine engineers, for example, had to make eight to nine technical drawings (size 20x35 inches) of machines or parts and write about 250 pages. The time allowed for completing the thesis was normally three to six months and the work was done under supervision in special rooms called "Diploma work rooms". Each group of students had a chief, usually a professor or lecturer, and several assistant-consultants who checked on their work. When the thesis was completed it was signed by the supervising chief and one assistant- consultant. The student had to submit it to an outside professor, not on the faculty of the institute, who was an authority in the particular field and obtain his evaluation and approval before he could submit his thesis to the faculty of OIIMF. A list of such experts was supplied by GUUZ. If the study was not approved by the expert the student had to comply with his suggestions and make the necessary corrections. In the final stage the students had to present their thesis before the state examining board, appointed each year by GUUZ. The head of this board never was a member of the institute and was usually sent by Moscow. The other members, normally about 10, were from the faculty of the institute. Daily two to four graduates had to appear before the board, present their thesis and defend it. The candidates were informed on the same day of the result. [redacted] 25X1
25 students in the marine engineering faculty; 20 received their diplomas without delay and the five who failed were given the right to present their thesis the following year.

10. On graduation day the students, depending on the results obtained in their course, were given the rank of lieutenant or senior lieutenant of the Merchant Fleet and a reserve commission for the same rank in the Navy. The same ranks are granted to graduates of the Leningrad Engineering Institute of Water Transport (MinRechFlot), the Merchant Fleet Academy in Leningrad, and all three higher navigation schools
25X1 in the USSR [redacted].

11. Immediately after graduation the graduates received their assignments but were granted a month of leave before being sent on duty. Single engineers were paid an advance salary of 900 rubles, and married engineers 1100 rubles, which were later deducted from their regular salaries.



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The "Aspirantura"

12. There is a special department within the OIIMF which is called the "Aspirantura". This department concentrates on scientific research and trains future professors and lecturers for higher maritime educational institutions. The head of the Aspirantura is Docent Martynovskiy (fnu). Every year three to four outstanding graduates of OIIMF are assigned to this department while other members are accepted after a competitive examination. Outside candidates have to pass an examination in the technical or scientific field of their choice; they must also present a dissertation in this field and be conversant with Marxism-Leninism. Training in this special department lasts four years, at the end of which students present a thesis. Graduates from the Aspirantura are assigned either as lecturers at maritime schools or sent to some other scientific research center.

13. The Central Scientific Research Institute of the Merchant Fleet (Tsentral'nyy Naucho-Issledovatel'skiy Institut Morskogo Flota - TsMIIMF), located on Krasnaya Ulitsa No 1 in Leningrad, takes many of the graduates from the Aspirantura, which in some respects can almost be considered as a subsidiary to it. The TsIIMF is working on many specific projects, such as the designing of most economical ship engines, propellers, and other equipment. A majority of these projects are of a long-range nature and may be purely theoretical.

14. The projects on which the Aspirantura was working in 1945 included the following:

(a) The theory of resistance encountered by floating vessels (Teoriya Soprotivleniya Sudov). The main purpose of this study was to discredit the theories of Frood (Frud) and Lowett (Lovet) and to invent a new Soviet formula.

(b) Theory on the flow of liquids: this project consisted mainly in an elaboration of the theory of D'Arcie.

(c) Research on the resistance of port constructions to the action of waves (Soprotivleniye Beregovykh Sooruzheniy protiv Udarov Voln).

(d) Research on thermo-dynamic processes in internal combustion engines.



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